# MBTA Key Bus Route Improvement Program

The MBTA is committed to improving your bus riding experience. Over the next two years, the MBTA will plan and implement a series of enhancements to 15 bus routes, chosen for their high ridership and frequency of service. This project, known as the **Key Bus Route Improvement Program**, will help reduce trip times; improve accessibility; enhance customer comfort, convenience and safety; and make the routes more reliable and cost-effective.

Utilizing $10 million in grant funding through the American Recovery and Reinvestment Act (ARRA) the MBTA now has the opportunity to implement the Key Bus Route Improvement Program. This one-time opportunity to improve service quality will be accomplished by implementing a combination of the following: bus stop location improvements, bus stop amenities – shelters, benches, trash receptacles and signage, curb extensions, and accessibility enhancements, in addition to traffic signal upgrades.

Working with local municipalities, all Key Bus Route improvements will be developed with the help of public input. The public process for Routes 23, 39 and 28 has recently been completed, and the remaining 12 routes will be improved over the next two years through a phased implementation approach. Routes 1, 57, and 66 constitute the next phase of Key Bus Routes scheduled for implementation. Initial community meetings were held in January/February 2011 to present preliminary recommendations. Based on municipal and community feedback some of these recommendations have been refined and are being presented for further comment. Your input at this meeting will help inform how we improve Bus Routes 1, 57 and 66. We look forward to collaborating with you to provide a better bus service!

For more information and project updates please visit www.mbta.com/keybusroutes.

## MBTA Key Bus Route 2nd Meetings

| Route | Date | Time | Location | Address |
|---|---|---|---|---|
| 1 | Monday, March 7 | 6:30 – 8:00 | United South End Settlements | 566 Columbus Ave, Boston |
| 66 | Tuesday, March 8 | 6:30 – 8:00 | Jackson Mann Community Center | 500 Cambridge St, Boston |
| 57 | Monday, March 14 | 6:30 – 8:00 | St. Elizabeth's Medical Center, Seton Auditorium | 736 Cambridge St, Boston |

# MBTA Key Bus Route Improvement Program

## Glossary and Abbreviations of Terms

Bus Stop Location – Nearside: bus stop is located before an intersection, or driveway.
Bus Stop Location – Farside: bus stop is located after an intersection, or driveway.
Bus Stop Location – Mid-block: bus stop is located in the middle of a street block.

Companion Stop – bus stops are typically located in pairs, one on each side of the street.

Curb extension (or bulb out) – sidewalk is widened in a particular section, sometimes either side of a crosswalk, or at the start/end of on-street parking.

Generic/Rear Sign – MBTA bus stop sign that is located at the rear of the stop to define the end of the bus stop.

Landing pad/area – an area at the front of the bus stop where customers board and alight the bus.

Queue jump – priority is given to buses at an intersection. It can also come in a variety of forms such as a shared right turn/bus lane allowing the bus to access a farside stop more quickly or with a bus only signal, allowing buses to advance ahead of the general traffic.

Rt. Descr. Sign (Route Descriptive Sign) – MBTA bus stop sign that is located at the front of the stop and lists bus route and customer information.

Sharrow – pavement marking on the roadway that indicates to bicyclists that the road space they are entering is shared, i.e. with a bus stop or general traffic.

TSP (Transit Signal Priority) – priority is given to buses at traffic signals. This can come in a variety of forms, but the most common form is for the green time to be extended for all traffic when a bus is approaching the intersection. This will only be effective for farside or mid-block stops.

**INBOUND**

| Bus Stop Sequence | Stop ID | Street | Stop Name / Cross Street | Distance to Next Stop (ft) | Time to Next Stop (min) | Stop Location | Routes Serving Stop | Route 57 Ons (Fall09) | Route 57 Offs (Fall09) | Ons (Total All Routes) | Offs (Total All Routes) | Municipality | Sidewalk Width (ft) | Existing Shelter | Existing Bus Stop Length (ft) | Refined Preliminary Recommendations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 900 | | Watertown Yard | 820' | 4 | Busway | 57, 52, 502, 504 | 502 | 0 | - | - | Watertown | - | Cemusa (2) | - | Add trash receptacles and bike parking.<br><br>Add TSP at Galen St |
| 2 | 901 | Galen St | Eliot St | 820' | 4 | mid-block | 57, 52, 502, 504 | 14 | 2 | 59 | 2 | Watertown | 11' | No | 132' | Remove stop to improve stop spacing, ridership is low. Distance to previous or next stop is ~820'. Install 3-4 parking spaces in former stop location.<br><br>Revised distance between stops is ~1640'. |
| 3 | 902 | Galen St | Boyd St | 570' | 3 | near side | 57, 52, 502, 504 | 30 | 3 | 87 | 3 | Watertown | 10' | No | 132 (25' on curb extension) | Current bus stop area unclear due to the absense of a rear sign. Assume bus stop is at curb extension, otherwise add rear sign where needed in the curb cut & eliminate 3-4 parking spaces. |
| 4 | 1900 | Centre St | Pearl St | 710' | 3 | near side | 57, 52, 502, 504 | 30 | 12 | 102 | 15 | Newton | 11' | Awning of abutter | 31' | **Revised Recomm: Proposal to remove stop to improve stop spacing and improve traffic flow withdrawn.** |
| 5 | 903 | Washington St | Bacon St | 1930' | 9 | near side | 52, 57, 502, 504 | 194 | 22 | 563 | 225 | Newton | 16' | MBTA brown (2) | 140' | **Revised Recomm: Proposal to replace bus shelter & add trash receptacles withdrawn.** |
| 6 | 9031 | Centre St | #400 | 770' | 4 | mid-block | 52, 57, 502, 504 | 100 | 7 | 435 | 46 | Newton | 16' | Newton Built in place | 130' | None. |
| 7 | 904 | Park St | Elmwood St | 510' | 2 | far side | 52, 57, 501, 503 | 14 | 3 | 15 | 68 | Newton | 5' | No | 45' | Remove stop due to proximity to next stop at Hibbard Rd (580'), low ridership, insufficent curb length (requiring parking elimination), and lack of concete landing pad. Revised distance between stops will be 1280'.<br><br>**Awaiting City response on alternative proposal to remove Hibbard and on revised recomm for Elmwood - lengthen stop to clear crosswalk, relocate front sign, add rear sign and add concrete landing pad, and trim trees to improve visibility.** |
| 8 | 905 | Tremont St | opp Hibbard Rd | 600' | 3 | mid-block | 52, 57, 501, 503 | 23 | 1 | 23 | 16 | Newton | 5' | No | 82' | Add concrete landing pad and improve visibility by trimming trees.<br><br>**Awaiting City response on proposal to remove Hibbard, as an alternative to removing Elmwood.** |
| 9 | 906 | Tremont St | Waverly Ave | 740' | 4 | near side | 52, 57, 501, 503 | 26 | 4 | 26 | 24 | Newton | 5' | No | 60' | Add rear sign and improve visibility by trimming trees. |
| 10 | 907 | Tremont St | Pembroke St | 420' | 2 | near side | 52, 57, 501, 503 | 17 | 1 | 17 | 29 | Newton | 5' | No | 70' | Construct concrete landing pad at front of stop. |
| 11 | 908 | Tremont St | Marlboro St | 500' | 2 | far side | 52, 57, 501, 503 | 12 | 4 | 12 | 20 | Newton | 5' | No | 51' | Remove stop due to proximity to previous stop at Pembroke (420'), low ridership, and lack of concrete landing pad. Revised distance between stops will be 920'.<br><br>Awaiting further direction from the City. |
| 12 | 909 | Tremont St | Cufflin St | 490' | 2 | near side | 52, 57, 501, 503 | 64 | 9 | 64 | 31 | Boston | 12' | No | 60' | Relocate farside of Cufflin & add a concrete landing pad. = - ~3 parking spaces but 2 could be reinstated at former stop location. |
| 13 | 910 | Tremont St | Tremont Pl | 520' | 2 | mid-block | 52, 57, 501, 503 | 26 | 1 | 26 | 16 | Boston | 11' | No | 63' | Add bench.<br><br>Move rear sign back to driveway of apt. building to lengthen stop. |
| 14 | 911 | Tremont St | Tip Top St | 560' | 3 | near side | 52, 501, 503 | 8 | 2 | 8 | 42 | Boston | 4' land, 6' sidewalk | No | 56' | Remove stop due to low ridership, insufficent bus stop length (would required parking elimination) and improve bus stop spacing. Closest stop is 520' away.<br><br>Revised stop spacing will be 1080'. |

**INBOUND**

| Bus Stop Sequence | Stop ID | Street | Stop Name / Cross Street | Distance to Next Stop (ft) | Time to Next Stop (min) | Stop Location | Routes Serving Stop | Route 57 Ons (Fall09) | Route 57 Offs (Fall09) | Ons (Total All Routes) | Offs (Total All Routes) | Municipality | Sidewalk Width (ft) | Existing Shelter | Existing Bus Stop Length (ft) | Refined Preliminary Recommendations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 912 | Tremont St | Washington St | 590' | 3 | mid-block | 52, 57, 501, 503 | 86 | 15 | 87 | 146 | Boston | 12' | Wall | 36' | Relocate rear sign further back to provide accessible path from shelter/landing pad to bus= ~ 1-2 unregulated parking spaces. |
| 16 | 913 | Washington St | Breck Ave | 540' | 3 | mid-block | 52, 57, 501, 503 | 286 | 30 | 286 | 66 | Boston | 12' | No | 48' | Add shelter subject to abutter permission.<br><br>Add bench and trash receptacle, and replace front sign. |
| 17 | 914 | Washington St | opp Montfern Ave | 500' | 2 | mid-block | 52, 501, 503 | 142 | 11 | 143 | 66 | Boston | 11' | No | 56' | Remove stop by consolidating with Langley & locate new stop midway between Oak Sq Av & Langley = - 2/3 spaces. Install 1 parking space at Montfern.<br>Add shelter with abutter permission.<br>Add bench & trash receptacle. |
| **NEW STOP** | | Washington St | opp. Oak Sq. Ave. | | | | | | | | | Boston | | | | **Add new stop opp. Oak Square Ave to improve bus stop spacing and the potential to add a shelter and other amenities.** |
| 18 | 915 | Washington St | Langley Rd | 890' | 4 | near side | 52, 501, 503 | 103 | 16 | 103 | 80 | Boston | 12' | No | 63' | Remove stop by consolidating with Montfern, as above. Reinstate 3 parking spaces at existing bus stop. |
| 19 | 916 | Washington St | Lake St | 770' | 4 | mid-block | 52, 57, 501, 503 | 395 | 69 | 396 | 139 | Boston | 12' | Wall | 23' | Replace trash receptacle. Investigate signal improvement |
| 20 | 917 | Washington St | Foster St | 840' | 4 | near side | 52, 57, 501, 503 | 152 | 44 | 152 | 135 | Boston | 11' | No | 40' | Relocate farside (hydrant will be to the rear of the stop) = -1 parking space but could reinstate at former bus stop. Add bench & trash receptacle. Signal improvements and shared right turn/bus lane at Foster St. Revised Recomm: Also consider stop location in front of post office. |
| 21 | 918 | Washington St | Baldwin Pl | 540' | 3 | near side | 52, 501, 503 | 305 | 145 | 306 | 205 | Boston | 12' | No | 48' | Remove stop and consolidate with opp. Waldo Terrace with a new stop nearside of Academy Hill Rd. **Reinstate 2 parking spaces at existing stop. Investigate signal improvements.** |
| **NEW STOP** | | Washington St | Academy Hill Road | | | | | | | | | **Boston** | | | | **Add a new stop nearside of Academy Hill Road (in front of Dunkin Donuts parking lot). Investigate shelter oppportunity with abutter permission (may require use of private property).** |
| 22 | 919 | Washington St | opp Waldo Terr | 550' | 3 | mid-block | 52, 57, 65, 501, 503 | 156 | 64 | 251 | 81 | Boston | 10' | No | 55' | Remove stop and consolidate with Baldwin as above. Reinstate 2-3 parking spaces at existing stop. |
| 23 | 920 | Cambridge St | Washington St | 320' | 2 | far side | 57 | 192 | 43 | 192 | 43 | Boston | 25' | Wall | 58' | None. |
| 24 | 19201 | Cambridge St | opp Elko St | 590' | 3 | mid-block | 57 | 100 | 29 | 100 | 29 | Boston | 17' | Wall | 54' | Add rear sign. |
| 25 | 921 | Cambridge St | Warren St | 460' | 2 | near side | 57, 66, 501 | 125 | 26 | 186 | 26 | Boston | 12' | Concrete | 64' | Remove stop to improve bus stop spacing. 590' to closest stop at Elko St.<br><br>Revised distance between stops will be 1050' |
| 26 | 922 | Cambridge St | opp Dustin St | 770' | 4 | mid-block | 57, 66, 501 | 338 | 21 | 360 | 21 | Boston | 12' | Wall | 78' | None. |
| 27 | 923 | Cambridge St | Eleanor St | 820' | 4 | near side | 57, 66, 501 | 19 | 7 | 35 | 7 | Boston | 12 (6' concrete, 6' grass) | No | 58' | Remove stop due to low ridership, and improve bus stop spacing.<br><br>Revised bus stop spacing will be approximately 1400' due to the relocation of Gordon St. |

**INBOUND**

| Bus Stop Sequence | Stop ID | Street | Stop Name / Cross Street | Distance to Next Stop (ft) | Time to Next Stop (min) | Stop Location | Routes Serving Stop | Route 57 Ons (Fall09) | Route 57 Offs (Fall09) | Ons (Total All Routes) | Offs (Total All Routes) | Municipality | Sidewalk Width (ft) | Existing Shelter | Existing Bus Stop Length (ft) | Refined Preliminary Recommendations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 | 924 | Cambridge St | Gordon St | 570' | 3 | near side | 57, 66, 501 | 103 | 26 | 105 | 26 | Boston | 15' (9' concrete, 6' grass) | No | 45' | Relocate stop further back, before hydrant (eliminating conflict with parking demand for stores). Front sign would fall near hydrant, existing concrete landing pad, but may require the driveway to be blocked. =-2 unregulated spaces, but can resinstate at front of stop. |
| 29 | 925 | Cambridge St | Barrows St | 520' | 2 | near side | 57, 66, 501 | 137 | 107 | 140 | 107 | Boston | 11' | No | 57' | **Proposal to remove stop withdrawn.**<br>**Revised Recomm: Retain stop due to nearby transfers to Route 64. Investigate adding amenities.** |
| 30 | 926 | Brighton Ave | Cambridge St | 580' | 3 | far side | 57, 66 | 536 | 141 | 1072 | 282 | Boston | 10' | No | 63' | Add curb extension if permission to add a shelter.<br><br>Add benches with abutter permission. |
| 31 | 927 | Brighton Ave | Allston St | 650' | 3 | near side | 57, 66 | 232 | 141 | 464 | 282 | Boston | 10' | No | 35' | Remove stop to improve bus stop spacing, insufficient bus stop length and degraded sidewalk at this stop. Closest stop at Cambridge St is 520'.<br><br>Revised stop spacing would be 1170'. |
| 32 | 928 | Brighton Ave | Harvard Ave | 510' | 2 | near side | 57, 66 | 288 | 198 | 576 | 396 | Boston | 10' | No | 30' | Relocate rear sign further back to provide sufficent stop length = -2 parking spaces.<br><br>Add bench (beside signal box) and trash receptacle. |
| 33 | 929 | Brighton Ave | Linden St | 580' | 3 | near side | 57 | 211 | 46 | 211 | 46 | Boston | 10' | No | 50' | **Proposal to remove stop withdrawn.**<br>**Revised Recomm: Retain stop due to high ridership and connection to the neighborhood via Linden St. Investigate adding amenities.** |
| 34 | 930 | Brighton Ave | Chester St | 750' | 4 | far side | 57 | 183 | 28 | 183 | 28 | Boston | 10' | No | 55' | **Revised Recomm: Remove stop as an alternative to removing Linden St due to higher ridership and neighborhood connectivity. Proposal to add bench & trash receptacle withdrawn.**<br>**TBD - Spacing and operations improved with consolidation to farside. Community expressed preference for near side stop to remain as riders choose between Green Line and Rte 57.** |
| 35 | 931 | Brighton Ave | Comm Ave | 520' | 2 | near side | 57 | 396 | 141 | 396 | 141 | Boston | 9' | No | 30' | **To be confirmed Remove stop by consolidating with Naples to improve bus stop spacing, both stops are too short, the sidewalk at Comm Ave is too narrow for such high boardings and there are safety concerns with passengers waiting on the island to decide on Green Line or bus.**<br>**New stop is located farside of Comm Ave (more like mid-block because of parking) (outside Commonwealth Market) = -4 metered parking spaces. Reinstate 1 parking space at former Comm Ave location. Visibility of Green Line and Rt57 is improved for transit options.**<br><br>**Add shelter with wider sidewalk. Add bench & trash receptacle.**<br><br>**Add TSP at Brighton/Comm Ave.**<br><br>**Revised stop distance will be ~1000'.** |
| 36 | 932 | Comm. Ave | Naples Rd | 650' | 3 | near side | 57 | 44 | 54 | 44 | 54 | Boston | 22' | No | 44' | TBD - Potentially remove stop by consolidating with Comm Ave. as above. Reinstate 1/2 parking spaces. |
| 37 | 933 | Comm. Ave | Babcock St | 750' | 4 | far side | 57 | 231 | 86 | 231 | 86 | Boston | 22' | No | 63' | Add shelter & bench. |
| 38 | 934 | Comm. Ave | Pleasant St | 760' | 4 | near side | 57 | 134 | 114 | 134 | 114 | Boston | 21' | No | 47' | Remove stop by consolidating with St. Paul to improve bus stop spacing, provide a safer bus stop location than Pleasant St. and due to insufficient bus stop length at St. Paul (require parking elimination). Locate new stop farside of Pleasant St = -3 metered spaces. |

**INBOUND**

| Bus Stop Sequence | Stop ID | Street | Stop Name / Cross Street | Distance to Next Stop (ft) | Time to Next Stop (min) | Stop Location | Routes Serving Stop | Route 57 Ons (Fall09) | Route 57 Offs (Fall09) | Ons (Total All Routes) | Offs (Total All Routes) | Municipality | Sidewalk Width (ft) | Existing Shelter | Existing Bus Stop Length (ft) | Refined Preliminary Recommendations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NEW STOP** | | **Comm. Ave** | **Pleasant St** | | | **far side** | | | | | | **Boston** | | | | **New consolidated stop farside of Pleasant St to improve bus stop spacing. Investigate the potential to add amenities, including a shelter.** |
| 39 | 935 | Comm. Ave | St Paul St | 560' | 3 | far side | 57 | 248 | 103 | 248 | 103 | Boston | 22' | No | 35' | Remove stop by consolidating with Pleasant St. as above. Reinstate 1 parking space (hydrant in current stop). |
| 40 | 936 | Comm. Ave | Amory St | 1340' | 6 | far side | 57 | 66 | 62 | 66 | 62 | Boston | 14' | No | 38' | Add shelter with abutter permission.<br>Add bench & trash receptacle and rear sign. |
| 41 | 937 | Comm. Ave | Carlton St | 640' | 3 | mid-block | 57 | 12 | 196 | 12 | 196 | Boston | 17' | Wall (narrow) | 58' | Replace front sign. |
| 42 | 938 | Comm. Ave | St Marys St | 910' | 4 | far side | 57 | 32 | 482 | 32 | 482 | Boston | 21' | No | 46' | Extend bus stop length to front of stop =-~1 parking space. Relocate trash receptacle or bike racks to provide a clear landing area. |
| 43 | 939 | Comm. Ave | opp Granby St | 940' | 4 | mid-block | 57 | 28 | 269 | 28 | 269 | Boston | 22' | Wall | 65' | Lengthen stop at rear & replace front sign. |
| 44 | 941 | Comm. Ave | Blandford St | 1050' | 5 | mid-block | 57 | 24 | 390 | 24 | 390 | Boston | 17' | Wall | 59' | Lengthen stop at rear & replace front sign. |
| 45 | 899 | Comm. Ave | Kenmore Station Busway | N/A | N/A | Busway | Multiple | 8 | 2538 | - | - | Boston | NA | Station | - | None. |

**OUTBOUND**

| Bus Stop Sequence | Stop ID | Street | Stop Name / Cross Street | Distance to Next (ft) | Time to Next Stop (min) | Stop Location | Routes serving stop | Route 57 Ons (Fall09) | Route 57 Offs (Fall09) | Ons (Total All Routes) | Offs (Total All Routes) | Municipality | Sidewalk Width (ft) | Existing Shelter | Existing Bus Stop Length (ft) | Refined Preliminary Recommendations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 899 | NA | Kenmore Station Busway | 1450' | 7 | Busway | Multiple | 2224 | 2 | - | - | Boston | NA | Station | - | None |
| 2 | 951 | Comm. Ave | Sherborn St | 840' | 4 | far side | 57 | 546 | 2 | 546 | 2 | Boston | 28' | Wall | 68' | Replace front sign. |
| 3 | 952 | Comm. Ave | Granby St | 710' | 3 | far side | 57 | 272 | 8 | 272 | 8 | Boston | 29' | Wall | 50' | Replace front sign & lengthen stop to front = -1 parking space. Ideally correct curb alignment to meet bus stop needs. |
| 4 | 953 | Comm. Ave | St Marys St | 670' | 3 | mid-block | 57 | 447 | 31 | 447 | 31 | Boston | 25' | No | 46' | Relocate west to clear crosswalks (currently no parking zone in this area). Landing pad will fall between a flower bed & signal box/lamppost. Bench & trash receptacle are already very close by. |
| 5 | 954 | Comm. Ave | University Rd | 1320' | 6 | near side | 57 | 207 | 17 | 207 | 17 | Boston | 13' | Wall | 52' | Install Rt. Descr. Front sign (clarify confusion with other stop serving 47 & CT1 in right turn only lane further west).<br><br>Needs more bike racks. |
| 6 | 955 | Comm. Ave | opp Amory St | 630' | 3 | mid-block | 57 | 53 | 56 | 53 | 56 | Boston | 22' | No | 57' | Remove stop to improve bus stop spacing. Closest stop is 660' at Buick St. Although revised stop spacing would be 1760' the distance from University Rd is exacerbated by the bridge. |
| 7 | 956 | Comm. Ave | Buick St | 660' | 3 | far side | 57 | 122 | 234 | 122 | 234 | Boston | 30' | Wall | 65' | Retain stop and add trash receptacle & replace rear sign. Redefine bus stop area with correctly located signs and remove parking pavement markings in stop area. |
| 8 | 957 | Comm. Ave | Agganis Way | 840' | 4 | near side | 57 | 82 | 161 | 82 | 161 | Boston | 30' | No | 82' | Remove stop to improve bus stop spacing, Buick stop is on the same block and not ideall located between intersection and a crosswalk. Closest stop is 570' at Babcock. St on same block as Buick & stop not ideal between crosswalk & intersection). Its companion stop at Pleasant St is being relocated, so it will be paired with Buick.<br><br>Revised stop distance is 1410'. |
| 9 | 958 | Comm. Ave | Babcock St | 570' | 3 | far side | 57 | 90 | 178 | 90 | 178 | Boston | 25' | Wall | 51' | Add a trash receptacle and replace rear sign. |
| 10 | 959 | Comm. Ave | #1079 | 740' | 4 | mid-block | 57 | 151 | 225 | 151 | 225 | Boston | 24' | Wall | 40' | Retain stop despite proximity to Babcock (570'). Relocate signs and provide flat landing pad around the hydrant = -2-3 parking spaces. |
| 11 | 960 | Brighton Ave | #19 | 540' | 3 | mid-block | 57 | 55 | 96 | 55 | 96 | Boston | 10' | No | 50' | Remove stop to improve bus stop spacing and due to low ridership. |
| 12 | 961 | Brighton Ave | Chester St | 500' | 2 | near side | 57 | 35 | 170 | 35 | 170 | Boston | 10' | No | 42' | **Revised Recomm: Remove stop to improve bus stop spacing and retention of Linden St stops.** |
| 13 | 962 | Brighton Ave | Linden St | 520' | 2 | near side | 57 | 31 | 192 | 31 | 192 | Boston | 10' | No | 47' | **Revised Recomm: Remove stop by consolidating with Harvard with a new stop farside of Linden St. to improve traffic flow, and bus stop spacing and insufficient bus stop length at both stops. Proposal to eliminate stop to improve stop spacing and due to insufficient stop length withdrawn. Investigate signal improvements.** |
| **NEW STOP** | | **Brighton Ave** | **Linden St** | | | **far side** | | | | | | **Boston** | | | | **Consolidate Harvard and Linden stops with a new stop farside of Linden St.** |

**OUTBOUND**

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 963 | Brighton Ave | Harvard Ave | 530' | 3 | near side | 57 | 156 | 278 | 156 | 278 | Boston | 10' | No | 35' | **Revised Recomm: Remove stop by consolidating with a new stop farside of Linden St. as above.** Connections to Route 66 outbound can be made at the next stop, and the inbound stop is not far from Quint St.<br><br>Add TSP at Harvard Ave. |
| 15 | 964 | Brighton Ave | opp Quint Ave | 560' | 3 | near side | 57, 66 | 180 | 304 | 360 | 608 | Boston | 15' | Wall | 40' | Eliminate parking space behind stop and relocate rear sign to provide sufficient bus stop length. |
| 16 | 965 | Brighton Ave | Craftsman St | 570' | 3 | far side | 57, 66 | 116 | 392 | 232 | 784 | Boston | 10' | Wall | 80' | Ideally remove bus stop because it is not easy to cross 2 travel lanes and get into the left turn lane. It does however house a shelter, therefore shelter will need to be relocated. Although bus stop also serves Route 66 the next stop is located on the oppsite side of the fire house.<br><br>When eliminated stop spacing would be less than 1100' when North Beacon is relocated and the closest stop at Quint is 560'. |
| 17 | 966 | Cambridge St | N Beacon St | 860' | 4 | far side | 57, 501, 503 | 153 | 229 | 153 | 233 | Boston | 11' | No | 47' | Relocate to farside between North Beacon St and driveway, due to insufficent space for landing area = -2 30 min parking spaces, and resintate one at former bus stop location (pavement markings already in place). Relocate newspaper boxes to provide clear landi area.<br><br>Add bench and trash receptacle. |
| 18 | 967 | Cambridge St | Gordon St | 600' | 3 | mid-block | 57, 501, 503 | 18 | 79 | 18 | 80 | Boston | | No | 52' | **Remove stop by consolidating with opp. Eleanor and add a new stop farside of Saunders ot improve bus stop spacing. Existing shelter at Eleanor will need to be relocated. Investigate sidewalk improvements.** |
| **NEW STOP** | | **Cambridge St** | **Saunders St** | | | | | | | | | **Boston** | | | | **Consolidate Gordon and Eleanor Stops to farside of Saunders.** |
| 19 | 968 | Cambridge St | opp Eleanor St | 770' | 4 | mid-block | 57, 501, 503 | 16 | 9 | 16 | 19 | Boston | 13' | Wall | 39' | **Remove stop by consolidating with Gordon as above.** |
| 20 | 969 | Cambridge St | Dustin St | 560' | 3 | near side | 57, 501, 503 | 13 | 300 | 13 | 624 | Boston | 6' | No | 26' | **Revised Recomm: Retain stop due to high ridership and neighborhood connectivity. Lengthen stop to provide sufficient curb space. Proposal to remove stop due to proximity of Sparhawk (560'), improve bus stop spacing, very insufficient bus stop length and no concrete landing pad withdrawn.** |
| 21 | 970 | Cambridge St | Sparhawk St | 550' | 3 | far side | 57, 501, 503 | 59 | 164 | 59 | 171 | Boston | 13' | Wall | 71' | No change. Add trash receptacle. |
| 22 | 971 | Cambridge St | Elko St | 790' | 4 | far side | 57, 501, 503 | 25 | 123 | 25 | 125 | Boston | 10' | No | 55' | Relocate to farside of Henshaw St. (in front of Allston-Brighton CDC public gardens), closer to the ped signal at Washington St, to provide a safer crossing of Cambridge St Add trash receptacle. |
| 23 | 972 | Washington St | Waldo Terr | 360' | 2 | near side | 57, 501, 503 | 52 | 186 | 106 | 186 | Boston | 9' | No | 25' | Retain Stop in present location. Relocate to farside of Waldo Terrace to provide sufficient bus stop length and be closer to its relocated companion (ns of Academy Pl). = -3 parking spaces, 1 can be installed at former location. Do not locate landing pad at tree pit.<br><br>Add bench (with abutter permission) and trash receptacle. |

**OUTBOUND**

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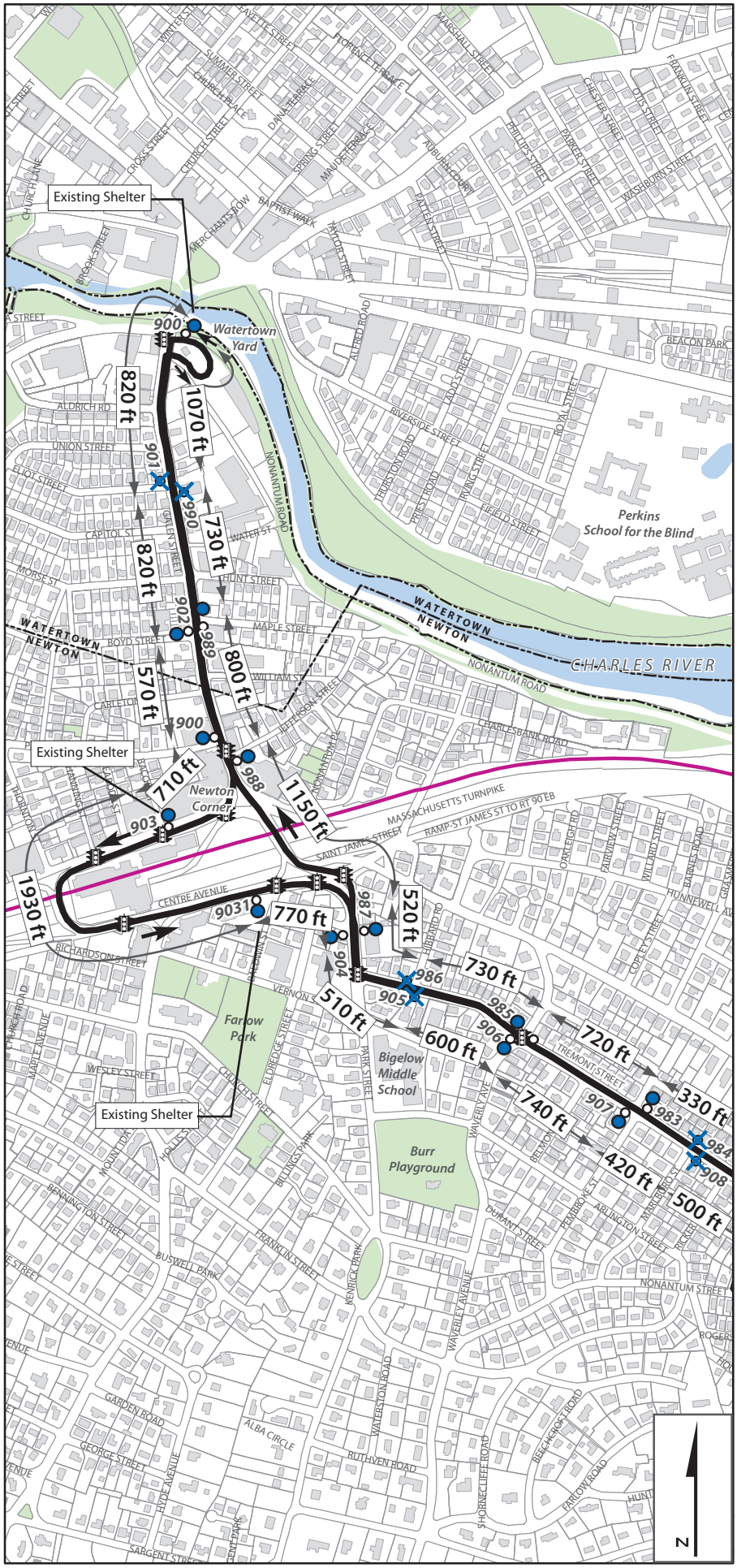
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 | 9721 | Washington St | Market St | 340' | 2 | near side | 57, 501, 503 | 84 | 157 | 135 | 157 | Boston | 10' | No | 50' | Remove stop by consolidating with Leicester St and locate new stop farside of Market St. to improve bus stop spacing, insufficient bus stop length and crowded landing area at Market St, and parking enforcement problems and blocking crosswalk at Leicester St. =-3 parking spaces.<br><br>Add shared right turn/bus lane in former Market St stop location.<br><br>Revised bus stop spacing would be ~ 800ft |
| **NEW STOP** | | **Washington St** | **Market St** | | | **far side** | | | | | | **Boston** | | | | **Consolidate Market St and Leicester St with a new stop farside of Market St. Investigate signal improvements.** |
| 25 | 973 | Washington St | Leicester St | 730' | 3 | near side | 57, 501, 503 | 76 | 166 | 126 | 166 | Boston | 11' | No | 70' | Remove stop by consolidating with Market St. as above. Reinstate 3 parking spaces |
| 26 | 974 | Washington St | Foster St | 910' | 4 | far side | 57, 501, 503 | 42 | 211 | 136 | 211 | Boston | 11' | No | 57' | Current bus stop blocks crosswalk. Eliminate 1-2 parking spaces in front of stop and relocate signs to provide sufficient bus stop length. **Investigate signal improvements** |
| 27 | 975 | Washington St | Brock St | 650' | 3.0952381 | far side | 57, 501, 503 | 67 | 297 | 185 | 297 | Boston | 12' | Wall | 43' | Relocate rear sign closer to crosswalk to reinforce bus stop area and provide sufficient bus stop length.<br><br>Add trash receptacle. |
| 28 | 976 | Washington St | Fairbanks St | 560' | 3 | near side | 57, 501, 503 | 12 | 109 | 78 | 109 | Boston | 13' | No | 58' | **Revised Recomm: Remove stop to improve bus stop spacing. Proposal to consolidate with Montfern, and locate new stop nearside of Oak Sq Ave is withdrawn.**<br><br>**Revised bus stop spacing would be 1160'.** |
| 29 | 977 | Washington St | Montfern Ave | 600' | 3 | near side | 57, 501, 503 | 15 | 150 | 114 | 151 | Boston | 12' | No | 33' | **Revised Recomm: Retain stop in current location. Proposal to consolidate with Fairbanks withdrawn.** |
| 30 | 9780 | Washington St | Oak Sq | 540' | 3 | mid-block | 57, 501, 503 | 40 | 360 | 127 | 362 | Boston | 10' | Wall | 57' | Relocate bus stop signs further east to farside of YMCA driveway to provide sufficient bu stop length, retain stop at existing shelter and minimize need to eliminate parking by lengthening the existing stop.<br><br>Add trash receptacle. |
| 31 | 979 | Tremont St | Washington St | 550' | 3 | far side | 57, 501, 503 | 26 | 77 | 175 | 78 | Boston | 11' | Wall | 61' | Add trash receptacle. |
| 32 | 980 | Tremont St | Tip Top St | 520' | 2 | near side | 57, 501, 503 | 2 | 11 | 21 | 11 | Boston | 10' | No | 40' | Remove stop to improve stop spacing, low ridership and very insufficent stop length. Companion being eliminated also. Closest stop is 550' at Washington St.<br><br>Revised distance between stops will be 1070' |
| 33 | 981 | Tremont St | opp Tremont Pl | 580' | 3 | mid-block | 57, 501, 503 | 5 | 52 | 25 | 52 | Boston | 10' | No | 42' | Remove 1 parking space to provide sufficient bus stop length. |
| 34 | 982 | Tremont St | opp Cufflin St | 500' | 2 | mid-block | 57, 501, 503 | 9 | 43 | 43 | 44 | Boston | 12' | No | 80' | Trim tree at front of stop to improve visibility of stop. |

**OUTBOUND**

| Bus Stop Sequence | Stop ID | Street | Stop Name / Cross Street | Distance to Next (ft) | Time to Next Stop (min) | Stop Location | Routes serving stop | Route 57 Ons (Fall09) | Route 57 Offs (Fall09) | Ons (Total All Routes) | Offs (Total All Routes) | Municipality | Sidewalk Width (ft) | Existing Shelter | Existing Bus Stop Length (ft) | Refined Preliminary Recommendations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | 984 | Tremont St | Marlboro St | 330' | 2 | mid-block | 57, 501, 503 | 2 | 13 | 27 | 13 | Newton | 5' + 7' grass | No | 83' | Remove stop to improve bus stop spacing (closest stop at Playstead is 330'), due to low ridership, and lack of a concrete landing pad.<br>Reinstate 3 parking spaces. Revised bus stop spacing 1050',<br><br>**Awaiting further direction from the City.** |
| 36 | 983 | Tremont St | Playstead Rd | 720' | 3 | near side | 57, 501, 503 | 1 | 17 | 26 | 17 | Newton | 5' + 7' grass | No | 89' | Add concrete landing pad. |
| 37 | 985 | Tremont St | Waverly Ave | 730' | 3 | near side | 57, 501, 503 | 2 | 12 | 20 | 12 | Newton | 5' + grass | No | 57' | Expand concrete landing pad and relocate front sign west of landing pad. |
| 38 | 986 | Tremont St | Hibbard Rd | 520' | 2 | mid-block | 57, 501, 503 | 1 | 55 | 36 | 55 | Newton | 5' + grass | No | 85' | Expand concrete landing pad and relocate front sign west of landing pad.<br><br>**Awaiting City response on proposal to remove Hibbard, as an alternative to removing Elmwood.** |
| 39 | 987 | Park St | Tremont St | 1150' | 5 | mid-block | 57, 501, 503 | 4 | 12 | 28 | 12 | Newton | 6' | No | 84' | Remove stop due to proximity to previous stop at Hibbard Rd (500'), low ridership. Revised distance between stops will be 1670', however this spans the MassPike bridge.<br><br>**Awaiting City response on alternative proposal to remove Hibbard and on revised recomm for Elmwood - to add a concrete landing pad.** |
| 40 | 988 | Centre St | Jefferson St | 800' | 4 | near side | 52, 57 | 14 | 248 | 18 | 270 | Newton | 23' | No | 70' | Revised Recomm: Proposal to add trash receptacle withdrawn.<br>Proposal to replace faded rear sign remains. |
| 41 | 989 | Galen St | Maple St | 730' | 3 | near side/mid block | 52, 57 | 2 | 53 | 2 | 55 | Watertown | 5'/11' | No | at curb extension | Relocate bus stop sign south of hydrant to free up landing area. Or expand curb extension between it & the driveway to the south. |
| 42 | 990 | Galen St | Eliot St | 1070' | 5 | mid-block | 52, 57, 502, 504 | 0 | 23 | 0 | 52 | Watertown | 11'/5' | No | 70' | Remove stop to improve bus stop spacing (closest stop at Maple is 730'), absence of an accessible and sufficient landing area and low ridership.<br><br>Revised distance between stops would be 1800'. |
| 43 | 900 | Galen St | Watertown Yard | N/A | N/A | Busway | 57, 52, 502, 504 | 0 | 497 | - | - | Watertown | - | Cemusa (2) | - | Add trash receptacles and bike parking.<br><br>Add TSP at Galen St |




Massachusetts Bay Transportation Authority

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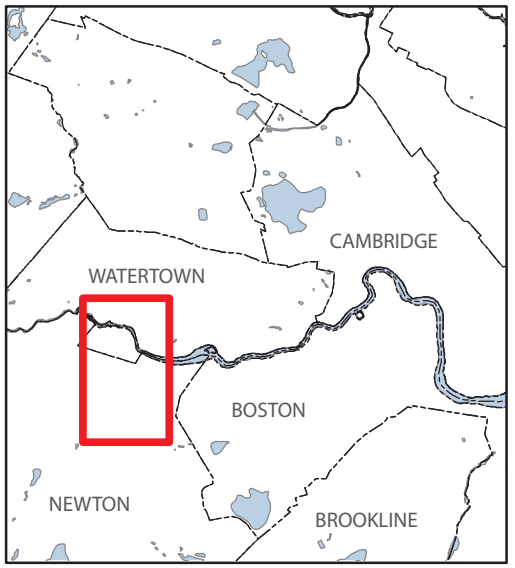
# Key Bus Route Improvement Program

# *Route 57*

*Revised Preliminary Recommendations Newton/Watertown*

- Route 57
- 900 — Existing Stops w/ Bus Stop Identification No.
- Proposed Stops
- Proposed Eliminated Stops
- Rapid Transit Lines w/ Stations
- Commuter Rail w/ Stations
- P — Traffic Signals (P = Pedestrian Signal)
- 750 ft — Distance between Existing Stops
- Municipal Boundaries




MAP SOURCE: MassGIS

0 375 750 1,500 Feet

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

14 March 2011

Massachusetts Bay Transportation Authority

massDOT

# Key Bus Route Improvement Program

# Route 57

## *Revised Preliminary Recommendations Boston (West)*

*See map "Newton/Watertown" for continuation of route*

*See map "Boston (East)" for continuation of route*

- Route 57
- 982 Existing Stops w/ Bus Stop Identification No.
- Proposed Stops
- Proposed Eliminated Stops
- Rapid Transit Lines w/ Stations
- Commuter Rail w/ Stations
- P Traffic Signals (P = Pedestrian Signal)
- 750 ft Distance between Existing Stops
- Municipal Boundaries

Existing Shelter

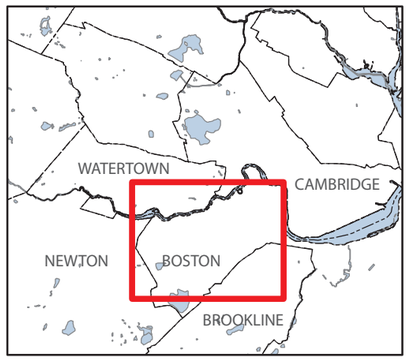
580 ft · 520 ft · 550 ft · 540 ft · 510 ft · 600 ft · 560 ft · 650 ft · 910 ft · 730 ft · 340 ft · 360 ft · 790 ft · 550 ft · 560 ft · 770 ft · 600 ft · 860 ft · 570 ft

490 ft · 520 ft · 560 ft · 590 ft · 540 ft · 500 ft · 890 ft · 770 ft · 840 ft · 540 ft · 550 ft · 320 ft · 590 ft · 460 ft · 770 ft · 820 ft · 570 ft · 520 ft · 580 ft

982 · 909 · 910 · 981 · 911 · 980 · 912 · 979 · 9780 · 913 · 977 · 914 · 976 · 915 · 975 · 916 · 974 · 917 · 973 · 9721 · 918 · 972 · 919 · 971 · 9201 · 920 · 970 · 921 · 969 · 922 · 968 · 923 · 967 · 924 · 966 · 925 · 965 · 926

Oak Square · Brighton Center · Mt. St. Joseph Academy · Union Square · Brighton High School · St. Elizabeth's Medical Center · Boston College Brighton Campus

*Preliminary recommendations within this area are also proposed on Bus Route 66*




MAP SOURCE: MassGIS

0 · 500 · 1,000 · 2,000 Feet

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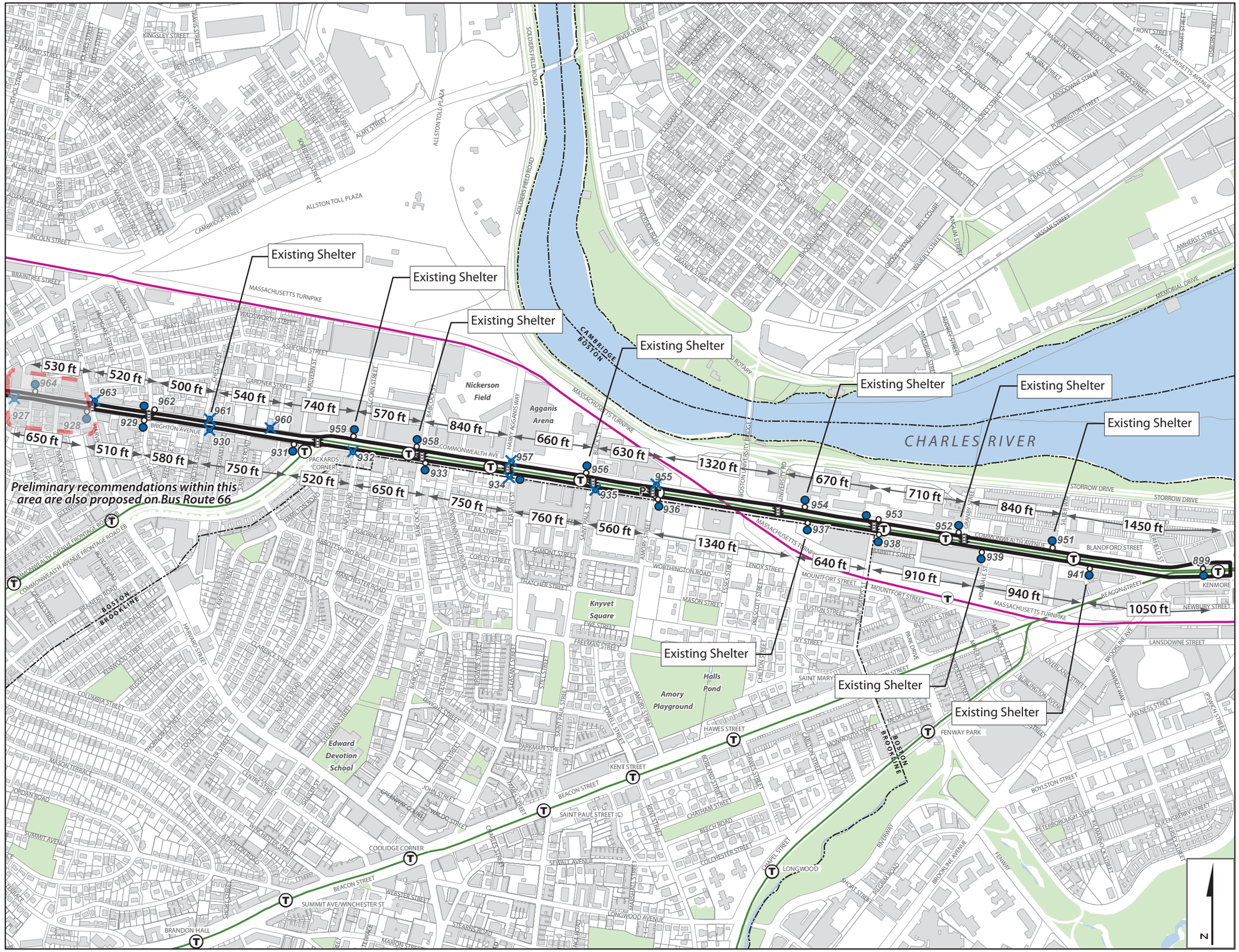
14 March 2011

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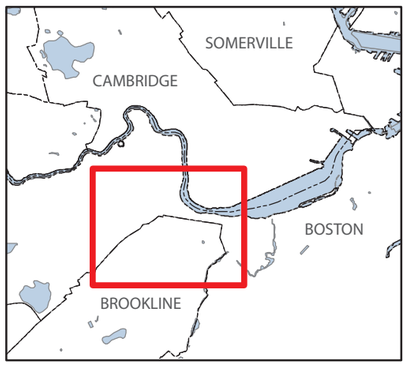
# Key Bus Route Improvement Program

# *Route 57*

## *Revised Preliminary Recommendations Boston (East)*

- Route 57
- 899 Existing Stops w/ Bus Stop Identification No.
- Proposed Stops
- Proposed Eliminated Stops
- Rapid Transit Lines w/ Stations
- Commuter Rail w/ Stations
- P Traffic Signals (P = Pedestrian Signal)
- 750 ft Distance between Existing Stops
- Municipal Boundaries




MAP SOURCE: MassGIS

0 500 1,000 2,000 Feet

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